1	2	3	4
12.	Maheshwar Singh, MP	Road Over Bridge on Pathankot—Joginder Nagar railway line at LC No D-331 (Cattle crossing)	Demand is in lieu of cattle crossing No. D-331 at Km. 149/6-7 which can be acceded to on deposit terms by Railway if the same is sponsored by the State Govt. No proposal has been received from State Govt. so far.

Private sector participation in modernisation of Railways

†2859. SHRI KRIPAL PARMAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to allow participation of private sector in modernization and technological upgradation of the Indian Railways; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Modernisation and Technological upgradation in the Railways is a continuous and need based process. Technological inputs from the private sector is also a part of this process.

Slum dwellers on Railway land in Mumbai

2860. SHRI SANJAY NIRUPAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of slum dwellers are living illegally on the Railway land in Mumbai;

(b) if so, the details thereof;

(c) what action is being taken by the Ministry to get back its land from illegal encroachments; and

†Original notice of the question was received in Hindi.

(d) what suggestion the Ministry has received from different agencies regarding rehabilitation of such slum dwellers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) Railways do not maintain the data of encroachment in terms of number of slum dwellers, but in terms of number of encroachments. More than 25000 encroachments exist on Railway land in Mumbai.

(c) Railways are engaged in a continuous exercise to remove encroachments from their land as per provisions of Public Premises (Eviction of Unauthorised Occupants) Act, 1971, and as per provisions of the Railways Act, 1989.

(d) Railways have received only general suggestions from various quarters that alternative accommodation may be provided before actual eviction of the encroachers. However, the subject of rehabilitation comes in the purview of the State Governments.

Classification of broad gauge routes

2861. SHRI S. RAMACHANDRAN PILLAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have classified their broad gauge routes, on the basis of maximum speed potential for operating trains;

(b) if so, when such classification came into existence and how many such grades are there; the maximum speed limit each grade has been permitted and what is the length of each such grade track; and

(c) whether such speed limits are applicable to all the rolling stock?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir.

(b) The present classification came into existence in September, 1973 and amended in 1999. Presently there are seven such grades. For speed limit and length of track under each classification, a statement is attached (*see* below).

(c) Rolling stock are permitted to operate at the speed for which they are designed and certified subject to speed limit of the sections/ routes where they are to ply.